

INTIMATIONS

VICTROLA

THE INSTRUMENT FOR EVERY HOME.



PRICES AND STYLES TO SUIT ALL.
EXCLUSIVE AGENTS:

MOUTRIE'S.

HOUSES TO LET

FURNISHED FLATS.

THE Undersigned are prepared to furnish some of their Tregunter Mansions (May Road) Flats to suit intending tenants. These Flats have first-class appointments which include English Bath and Kitchen ranges, hot water supply and water-closets. They are of two kinds, viz.: Flats with 2 Bedrooms and 2 Sitting Rooms and Flats with 3 Bedrooms and 1 Sitting Room. The latter are specially suitable for bachelors. Arrangements could be made if desired for the use, in common with certain other tenants, of the adjoining fresh water swimming bath.

Apply to—**HUMPHREYS ESTATE & FINANCE Co., Ltd.**
Alexandra Buildings,
Hongkong, 20th January, 1916. [205]

TO LET—FURNISHED.

NO. 5, MORRISON HILL. 6-Roomed House, 4 Bedrooms and 4 Bathrooms. Vacant from 1st March.

Apply to—**HARRY WICKING & Co.**
Hongkong, 3rd February, 1916. [235]

TO LET.

TWO HOUSES in "STONEHENGE," No. 5, Robinson Road. Newly done-up and remodelled. Each house contains downstairs Two Good Rooms and upstairs Three Bedrooms, each with Bathroom. Outhouses and Grass Tennis Court. Shortly available for occupation.

Apply to—**DAVID SASSOON & Co., Ltd.**
Hongkong, 22nd December, 1915. [113]

TO LET.

OFFICES in Queen's Building.

Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.**
Hongkong, 8th December, 1915. [105]

TO LET.

NO. 11, GAGE STREET, from 1st January, 1916.

Apply to—**J. VINCENT BRAGA,**
Toyo Kisen Kaisha,
Hongkong, 16th November, 1915. [100]

TO LET.

NO. 10, MOUNTAIN VIEW, PRAK.

Apply to—**M. J. D. STEPHENS.**
Hongkong, 12th November, 1915. [97]

TO LET.

"THE KENNELS," 163, Myra Lane. Thoroughly renovated and repaired.

Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.**
Hongkong, 10th November, 1915. [95]

TO LET.

RAVENSHILL EAST, Park Road. Containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November.

Apply to—**DEACON, LOOKER, DEACON & HAISTON,**
Hongkong, 18th October, 1915. [90]

TO LET.

TWO ROOMED FLATS in Nathan Road, Kowloon.

Apply to—**HUMPHREYS ESTATE & FINANCE Co., Ltd.**
Alexandra Buildings,
Hongkong, 29th December, 1915. [85]

THREE ROOMED FLATS in Humphrey's Building, Kowloon.

FOUR ROOMED FLATS in May Road, with every modern convenience, including English Bath and Kitchen Ranges, Hot Water and Water Carriage System. A few Flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.

FOUR ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.

Apply to—**HUMPHREYS ESTATE & FINANCE Co., Ltd.**
Alexandra Buildings,
Hongkong, 29th December, 1915. [85]

TO LET.

A HOUSE in Knutsford Terrace, Kowloon.

Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.**
Hongkong, 24th October, 1915. [37]

TO LET.

OFFICES in St. George's Building, Second Floor, Overlooking Harbour, immediate possession.

Apply to—**SHEWAN, TOMES & Co.**
Hongkong, 3rd December, 1915. [33]

TO LET.

OFFICES at 2, Connaught Road. **OFFICES** in King's Buildings. **OFFICES** in Des Vaux Road Central.

HOUSES in CLIFTON GARDENS, Connaught Road.

NEW HOUSES in Broadwood Terrace, Connaught Road.

HOUSES at the Peak.

NO. 1, MORETON TERRACE, Causeway Bay.

GODOWNS, at Wanchai.

NO. 1, 2 and 3, WEST END TERRACE, CANTON.

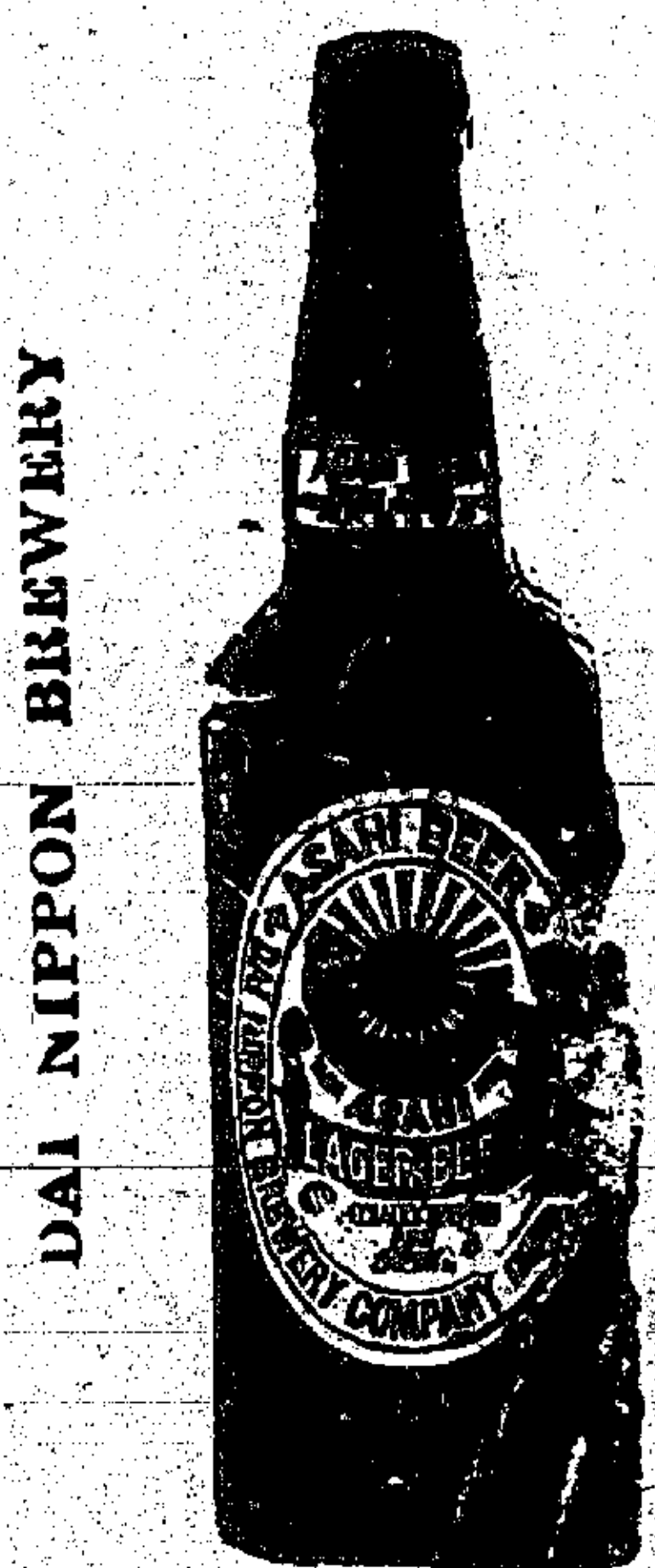
Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.**
Hongkong, 4th November, 1915. [32]

NOTICE

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain SUPERINTENDENT OF POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and the occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Hongkong, 10th July, 1915. [77]

ASAHI BEER



OBTAINABLE EVERYWHERE.

SOLE AGENTS

YAMATO BUSSAN KAISHA

HONGKONG.

TREATMENT OF HORSES IN THE WAR.

A GREAT IMPROVEMENT.

Half a million wounded and killed in the British Expeditionary forces is sufficient evidence of the cost of men of a war of attrition. But hardly less imposing, says the *Field*, in testifying to the wear-and-tear effect of the siege warfare on the Western front are the figures relating to the horses. Since the retreat from Mons, horses have hardly been used by the British Army in the capacity which is demanded by grand actions; and even in the less spectacular work of transport horses have been supplemented by motor vehicles. Yet since the beginning of the war more than 100,000 horses have passed through the hospitals. The experience of many other campaigns had given birth to the maxim that a wounded horse was a dead horse, and prior to this war many humane and experienced soldiers would have said that to kill a wounded horse was the kindest as well as the most expeditious thing to do. That has not been found to be the case in the present campaign, where, thanks to the Army Veterinary Corps, which is the most scientific in the world, the proportion of recoveries of wounded horses is remarkable, and some of the particular instances of successful operations on horses suffering from gunshot and shrapnel wounds are almost incredible. Even so, however, the proportion of horses killed to horses wounded and taken to hospital must be higher than that which holds for killed and wounded men, and from those figures the vast numbers of horses employed can be guessed, though naturally one is not allowed to publish them. We are allowed, however, to quote from Lieut. E. G. Fairholme, of the Royal Society for the Prevention of Cruelty to Animals, some of the results of the work of the Royal Army Veterinary Corps. The total number of animals treated in hospitals to last August was 81,134. Of these 47,192 were returned to remounts as cured, 4,286 died, 4,843 were destroyed and 1,812 were cast and sold. Beyond these 22,991 remained in the hospitals and at the convalescent horse depot. The convalescent horse depot is a great farm of twenty miles of the best grazing land in Normandy, and here the horses recover and prosper famously. This winter the horses will fare very much better than in the stormy wet winter of the close of 1914 and the beginning of 1915. Many thousands of horses had been commandeered, but camp shelters had still to be provided. It seemed impossible to cope with the mud which the rains renewed day after day and week after week. Horses stood up to their hocks in mud and slush; and their attendants, soaked from morning till night, were no better off. But the summer has given the horses and the men their chance. Hospitals have sprung up like mushrooms, and where once a brick field with its shanties was deemed an equine paradise, a hospital with cemented courts and a complete system of drainage is regarded as a commonplace.

The functions of the Royal Army Veterinary Corps in the war are so well known that they need no more than a few sentences of description. The military base of the army is situated somewhere on the coast of northern France. It may be imagined as the palm of a hand from which stretch out fingers whose tips rest on the front line. Near the tips of the fingers are the "veterinary field units," which attend to horses as they become wounded, rendering first aid when necessary, or destroying hopeless cases. To every division and cavalry brigade is attached a mobile veterinary section. Each consists of an officer and twenty-two trained men of the Army Veterinary Corps, all mounted and equipped with all the necessary veterinary means and appliances. (When the army moves, they come up behind and act as a moving surgery to collect the wounded horses, assemble them, and arrange for their transfer to the rear.) In the present form of warfare their task is to relieve the field veterinary units of all sick and inefficient animals, unless the injuries are very slight, and they form a connecting link between the field units and the veterinary hospitals. The advanced veterinary hospitals are distributed along the fingers, at the joints. To them the wounded or sick horses are sent by rail, accompanied by orderlies spared from the mobile veterinary section.

From the advanced hospitals the horses are sent to the big veterinary hospitals, fully equipped, enter wards, forage sheds, operating shed and pharmacy, mess, quarters and dining-room—a town in itself—and each town capable of accommodating 1,000 horses. These hospitals are in striking contrast to the arrangements which had to be made at first. At this time last year it was frequently necessary to operate on horses in the open. Finally, from the advanced hospital the horses are sent to the convalescent depot. It need hardly be said that the greatest care is exercised in isolating cases of infectious diseases which have been taken; epidemics have been few and slight, and always have been kept well in hand. Very few captured German horses were allowed to stay in the British lines. There was a prejudice against them, not on account of their nationality, but because of the diseases they might import.

It is instructive to compare with the British veterinary organisation the little that has been made known concerning that of the enemy. What little there is favours the belief that their losses in horses have been much more severe than ours. Four to one is a computation that has been made by those in a position to know.

Very much satisfaction is expressed in the new Army at the decision of the Army Council to apportion 80 per cent. of the first commissions to warrant non-commissioned officers, and men who have seen service, in the field of some sort, the remaining proportion going to cadets and O.T.C. It has long been a grievance of serving soldiers that civilians who had no knowledge of military affairs were frequently appointed to first commissions, after which they had to learn the very rudiments of drill. The civilian officer has now been practically eliminated. No officer will be appointed who has not already attained some military efficiency, either as a soldier in the ranks or a cadet.

CHRISTMAS IN FLANDERS.

RIGOUR OF THE GAME OF WAR.

GUNS AND PLUM PUDDINGS. There was little in Flanders on the eve of Christmas to show men were keeping in mind an old tale of wonderful meaning to humanity, and that the time of it had come round again. In the town best known to some of us here—a place future Englishmen will visit because the destiny of their country once depended on the urgent decisions of some of their fellows who were forced to live there for a period—only a few super-gaudy posters in the shops signified that a thought other than of war was in our minds. There was some holly and mistletoe for sale, of course; and the provision shops remembered festival. Also our post from home was larger than usual, and our various messages passed amusing documents between themselves. But the general remembrance of Christmas was kept submerged by common consent. The carols which all of us know—well, sometimes somebody gave way and began to sing a verse; but its sinister irony was not suffered. He was promptly closed. In the ruthless actuality of the war the church of a community is the place shelled first and shelled always; and the same way any man prompted beyond his parapet in the firing line this Christmas by a tender and generous recognition that the fellow with a gun in the opposite mud-hole was his very brother, "got it in the neck," as the men say. This had better be said at once. One has to admit the fact, as one does all the time when it is close. The men in the trenches knew quite well—the worse the luck—it was Christmas time; but kept their heads down.

What was in everybody's thoughts was clear, but, with so many guns about, thoughts which are expressed in a lower key are at a distinct disadvantage. The rain had stopped. The clouds opened, and very sunlight made the ranges plain, and a shell opened the road by a street corner; more of a house front fell into the road. Our men about ducked and laughed.

"God rest you merry gentlemen," greeted the officer who had come out to see. "No, our men will have no fraternizing to-morrow."

There really seemed to be no promise of it, anyway. A salvo of ours banged from somewhere about. Howitzers were roaring melodiously in their lairs. Ours again. The upper air was full of screaming and delirious cries, most of it made up of "most" by a long way. The noises from the unlucky direction were surprisingly less, by last summer's standard. This was certainly exhilarating.

"NO HOLIDAYS" FOR THE GERMANS. "The Germans have made their bed," said this officer, who had a noticeable chin and an embarrassing straight eye, "and they shall lie on it. This is what they asked for; and they are getting it. When they have had enough let them say so. In the meantime there are no holidays, not even at this time of the year."

In certain desolated headquarters, where snoring kept out wind and rain from unluckily holes, there was holly behind coloured pictures from the illustrated, and frosted cake and puddings and such like. "Men were a little bit more thoughtful, and their fun was ironic, but they kept their guns going incessantly. Christmas Day began mild, and the very likeness of the day before. The queuing roads past those farms, and cottages which often stood isolated in mires were crowded with the traffic of war. Screened by a shrubbery, I began my Christmas in the trenches by discovering the bottom of the mud too late. Sometimes the bottom of the liquid communication trench is fairly close; at other times not. One never knows till one has tried; and as the parapets have been in some places partly dissolved, it is better not to stand about experimenting because a German machine-gun may begin doing that while you wait, and with complete results. But men who are used to it take the yellow mud apparently with complete indifference. I say "apparently" with indifference. Anyhow, they take it and say little about it even on Christmas Day. What they do say is, "Here we are again!"

That being the only way to go, when snipers are looking on intently, you continue and don't complain so much as comfortable people at home might think, though water is cold just now. We ducked as some German shells were overhead to burst on the road towards the communication path. In my doctor the firing line, where an occasional crack or the sounds overhead showed that the day might be that it liked, but things were as usual. I found the firing line, as one does generally, with surprise. The approach seemed interminable; I squeezed past a barrier of sandbags that were doing evil grey aimes, getting mud even on my cap at last, and a sharp crack passed overhead.

ON THE WAY TO A CRATER. "Come and see our crater," said my guide. "It's a fine crater. The Germans made it, but we've got it. Only don't say a word while you are there, and go quietly, for the beggars are only a few yards away."

One's feelings are mixed in such cases, but one goes. We splashed and squeezed about between those stacks of hard grey bags, and ooze was everywhere, repulsive to touch and to smell. Within dark recesses of the bags I saw recumbent figures, covered with new mud, fast asleep, others jammed themselves against the mud to allow us to pass as quickly as possible. You would have liked the cry of those lads. They were the only bright objects there, except the bayonets. We got to our crater, a deep disruption of the clay, barbed wire spilled into it, and banked with bags where its rim was too dangerous. Through the indirect eye of a cautious mirror I could make out beyond a still land, ominous in its astonishing quietude, with some fantastic ruins beyond, through which showed the foreboding light of this Christmas Day.

Beside me stood a silent youngster, who might have been your son, muffled, intent, gripping a rifle with a fixed bayonet, his thoughts heaven knows where, watching the few yards of earth between us and the foe, with a box of bombs close at hand, and around him a wreckage of wet clay and barbed wire. *Times*, 2nd Dec. 1915.

FRANCE AND SPIES.

OFFICIAL FIGURES.

For the first time since the war M. Malvy, Home Secretary, has given figures regarding spies caught and punished in France. Since the war 1,125 persons have been arrested for espionage in the military zone. Fifty-five have been sentenced to death and executed, thirty-four sentenced to terms of hard labour, fourteen to solitary confinement, and twenty-nine to imprisonment. Behind the military zone 735 persons have been arrested for espionage, nine of whom have been sentenced to death and executed; and thirty-three have been sent to hard labour or to prison. A very great number of cases are still *sub judice*.

For the first time also the Minister has given out definite information regarding the treatment of aliens and the capture of spies in France. When the war broke out there were 400,000 foreigners living in Paris. Forty-five thousand Austro-Germans were at once interned in concentration camps. Subsequently women and children among them and males under 16 and over 60 were sent back to their country. A small number of enemy subjects were allowed privileges. One hundred and eighty-seven Germans and 103 Austrians were and still are allowed to live freely in France, because they have sons born in France who are fighting in the French army. Thirty-eight enemy subjects had served in the Foreign Legion, and now, consequently, live freely here. Finally, 137 invalid enemy subjects have been granted the same permission. The specially considered in France. Ten thousand of them have been granted free residence in Paris since the war. They have all been certified to be genuine Alsations of French sympathies by a commission of well-known Alsations, including, for instance, the Abbé Wetterling. Similarly, 3,000 Slav subjects of the Austro-Hungarian Empire, whose sympathies are known to be against the rulers of the latter received permission of residence. A number of American and other subjects of the Ottoman Empire who have no sympathy with the latter also live here freely. Since the war 4,700 subjects of neutral countries who were deemed undesirable have been expelled. A great number of enemy subjects who had become naturalised French have been denaturalised by the Ministry of Justice and interned in concentration camps.

THROUGH GERMAN EYES.

HARDSHIPS ON THE WESTERN FRONT.

The German correspondents on the Western front send their papers long accounts of the celebrations of Christmas. They deal mainly with Christmas trees and the additional supplies of grog. The correspondent of the *Vossische Zeitung* writes:—"This year the vigilance was, if anything, greater than at Christmas 1914. It has increased in the same proportion as the bitterness of the fighting. A corporal who was spending his second winter here said to me: 'A year ago we had the French against us before Ypres, and then it was rather calmer. They even threw notes across to us telling us to fraternize with them like good comrades. This sort of thing does not do with the English, who are now opposite us. We do not like one another. And so the noise goes on as on any other day.'"

Major Morant, in the *Berliner Tageblatt*, refers as follows to the letters received from German soldiers in the West:—"In all of them I read determination, and see that our brave men have reconciled themselves to the fate of spending a second Christmas in the enemy's country, that their discipline is in no way crumbling, and that the grief at the thought of wife and child at home cannot injure their discipline. But one request I find constantly repeated—the privations at the front should not be underestimated at home. Superhuman work is still being achieved in the fight against wind, weather, and winter. The privations are particularly great in the case of those hundreds of thousands of brain workers whom the German people has sent little by little to the war."

I will not describe in detail what bodies have to suffer while bodies remain firm. But in order that we at home may not underestimate their privations and what they have to bear, I must agree with the wish that is often expressed that people would not let themselves be deceived by the pretty pictures which German newspapers are coming from the front. After the bad change in the weather in December our dug-outs really do not look like pleasant Alpine huts, and our trenches do not look like cushioned resting-places. The war against the elements must be carried on by day and night in order merely to maintain the existence of cave-dwellers. There are, no doubt, places at the front where the conditions are more favourable, but they are few. On the Western and Eastern fronts, and on the frontiers of our Allies in the Alps and on the Isonzo, the strain upon endurance is greater than it ever was in all the winter campaigns of history.

APPEAL ON BEHALF OF THE WOUNDED.

An urgent appeal has come from England for long white knitted skull caps, stockings and white knitted mittens to be worn by the wounded returning in ambulance trains from the front for warmth, and for the protection of bandages.

Mrs. Phelps will, therefore, be grateful for the names of any ladies who will kindly undertake the knitting of these articles, either by hand or machine. Wool, knitting needles, and printed instructions can be had from Mrs. Phelps, 12 The Peak, or at the City Hall on Monday, Tuesday and Thursday mornings between 10 and 12.30.

Any small subscriptions to assist in the purchase of materials will be gratefully received.

UNSOLVED MYSTERY OF BRUSSELS.

GERMANS' VAIN SEARCH FOR HOME OF BELGIAN NEWSPAPER.

A Rotterdam correspondent recently drew attention to the fact that the already famous Brussels news-sheet *Libre Belgique*, which the German authorities have made furious but fruitless efforts to suppress, had made its fifty-third appearance.

The regular appearance of this weekly paper, under conditions of the greatest difficulty and danger, is one of the most arresting chapters of "la guerre anecdotique" (writes the Central News Paris correspondent).

The sheet is cleverly edited, and pursues a "red-hot" policy, lashing the Germans with its satire and condemnation, seeking to keep the flame of loyalty and confidence burning in the hearts of the Belgian people, and delighting its many readers with accounts of the numberless tricks which the gamins of Brussels continue to play on the German soldiery.

VON BISSING'S COPY.

Morning by morning General von Bissing receives a free copy of the current issue. Nobody seems to know how it reaches him, and the most searching investigation has led to nothing more important than the arrest of two of the agents responsible for the distribution of the paper. The people higher up have never been discovered; the location of the printing-press has never been brought to light, nor have the authorities been able to set hands upon a single member of the editorial staff.

Yet *Libre Belgique* circulates widely, copies regularly arriving in France, and duly conforming with the law by giving, in each issue, the address of its offices and printing works. It announces that it is printed in a cellar on wheels, and invites its numerous correspondents to address communications to the offices of the Kommandantur! The reward offered by the Governor for the denunciation of the persons responsible for its production has risen from £1,000 to £3,000; but so far there have been no claimants.

THE GOVERNOR'S PART.

According to the *Malin*, one of the latest and most daring exploits of *Libre Belgique* has been to identify von Bissing, the Governor of Brussels, with the Lieutenant von Bissing who is mentioned by Sir William Russell, the famous *Times* correspondent, in connection with the loot of treasures from the chateau of Saint-Cloud during the Franco-German war.

Libre Belgique points out that the present Governor of Brussels was born in 1844, and served as Lieutenant with the Third Army in the campaign of 1870. It suggests that herein lies the reason for his appointment as head of the provisional Government: he had had experience of pillage.

The *Malin* anticipates that the reward already alluded to will now be increased to £5,000; but in the meantime *Libre Belgique* regularly appears, with its unparagoned accounts of German crimes and its shrewd analyses of the German official communications. A number of Jesuits and Romantics who were arrested on suspicion have just been released for lack of evidence.

HONGKONG VOLUNTEERS.

ORDERS BY LIEUT.-COL. A. CHAPMAN, V.M.

LEAVE.

- 1.—Corpl. G. H. Bowker is granted leave of absence from February 10th, to February 24th, 1916.
- 2.—Sapper W. A. Howells is granted leave of absence from February 10th to August 1st, 1916.

PARADES.

- 1.—Parades for to-day.
- 2.—7 a.m. and 5.30 p.m.—Members of Signalling Section and other Signallers, as detailed in Signalling Section Order dated December 8th, 1915: Morse flag and Morse lamp practice at Headquarters.
- 3.—5.15 p.m.—Musketry Instruction in Kennedy Road Range for the following men:—Gunnery: A. F. Brown, F. G. Samways and A. N. Bootes (No. 2 Section Artillery Battery), Ptes. E. F. Clayton, J. Elias, J. E. Elias, A. E. Ablong and C. E. Ozorio (Right Co. M.G. Co.), Pte. J. Brown (Centre Sec. M.G. Co.), and Pte. F. M. Holman (Scouts Co.). Uniform (Drill Order) to be worn. Service rifles to be carried. Corpl. from Right Section M.G. Co. will attend. No. 4 Section Scouts Co. (all members)—Machine Gun instruction at Headquarters. Recruits of all units—Squad drill and rifle exercises at Headquarters under Sergt. Major Higby.
- 4.—Remainder, nil.
- 5.—N.C.O.s and men of Scouts Co. who are on guard on the days on which their Section drill will parade with the next Section drilling.
- 6.—In addition to the units mentioned in Corps Order No. 4, dated February 8th, 1916, the Stretcher Bearer Section will attend.

DETAIL.

- 1.—On duty tonight: Scouts Company. Orderly Officer: Lieut. Murphy. Next for duty: H.K.V.R.
- 2.—G. E. Stewart, Capt. Adjutant, H.K.V.R.

Major Morant, the military expert of the *Berliner Tageblatt*, writes:—"We have abandoned all illusions. We know that we are engaged in a life-and-death struggle, and could wish that Great Britain would realize the impossibility of crushing us. The present agony is of no use to anyone. We, like the French, have been forced by Jones to put water into our wine, but Great Britain is putting wine into our water. She has created an army larger and better than German militarists had foreseen."

NEW ADVERTISEMENTS

LOST.

A GOLD SNAFFLE CURB BANGLE with Padlock.
Finder will be rewarded by returning it to—
"E. K. K."
Care of "Daily Press" Office.
Hongkong, 10th February, 1916. [258]

THE HONGKONG STEAM LAUNCH TUG AND LIGHTER CO., LTD.

LOST.

APLICATION has been made to this Company to issue Duplicate Certificate of 30 Shares in this Company in the name of YUEN CHEONG or other Certificate or Certificates in lieu thereof upon Statement that the Original Certificate No. 39, Thirty Shares numbered 729/738 dated 10th August, 1910, has been LOST or DESTROYED, and NOTICE IS HEREBY GIVEN that if within 30 days from the date hereof no claim or representation in respect of such Original Certificate is made to the Company, the Undersigned will then proceed to deal with such application for duplicate.
For the HONGKONG STEAM LAUNCH TUG AND LIGHTER CO., LTD.,
GORDON & CO.,
General Managers.
Hongkong, 10th February, 1916. [259]

G. R.

GOVERNMENT BILLS, ETC.

TENDERS FOR SPECIE AND MEXICAN DOLLARS, current in this Colony, for Telegraphic Transfer on the Lords Commissioners of His Majesty's Treasury, London, up to and for the sum of £30,000, will be received by the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, until 11 A.M. on the 10th February, 1916.

The Tenders to state the total amount (in Pounds Sterling). No Telegraphic Transfer will be made for less than £100.
The Tenders to be in duplicate, and in sealed covers, addressed to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, and endorsed "TENDERS FOR GOVERNMENT BILLS, ETC."
The right to accept or reject any or all of the Tenders is reserved.
Copies of Forms of Tender can be had on application.

Persons Tendering for (Bills) are hereby notified that having regard to the provisions of the Acts 32 George III., Cap. 45, and 41, George III., Cap. 62, the acceptance of any such Tender is subject to the express condition that no Member of the British House of Commons shall be admitted to any share or part in or to any benefit to arise from the Contract thereby made for the allotment of such (Bills).
"The provisions in question do not apply to Contracts entered into by an Incorporated Trading Company in its corporate capacity and made for the general benefit of the Company."
B. L. BOWCHICK, Major, A.P.D.,
Treasury Chest Officer.
His Majesty's Treasury Office,
Hongkong, 9th February, 1916. [280]

NOTICE TO CONSIGNEES OF CARGO
Ex s.s. "YASAKA MARU."
In consideration of the Cargoes which were shipped by the s.s. "YASAKA MARU" having become a total loss together with the said Steamer, when she was attacked and sunk by an enemy Submarine in the Mediterranean Sea on the 21st December, 1915, indemnification under the Japanese Government War Risk scheme will be received from the TOKYO MARINE INSURANCE CO., or the IMPERIAL MARINE TRANSPORT & FIRE INSURANCE CO., by the assured themselves at Tokyo.

We shall, however, be pleased to act as intermediary for our supporters in connection with receiving indemnification from the above Japanese underwriters, if desired, in which case we must be furnished with the necessary documents as mentioned below.
The TOKYO MARINE INSURANCE CO., and the IMPERIAL MARINE TRANSPORT & FIRE INSURANCE CO., require production of the following documents:

1. Full sets of Bills/Lading (duly endorsed by the cargo owners).
2. Original Invoice.
3. Power of Attorney of the legitimate cargo owners authorizing the N.Y.K. or other representative of the claimants to receive the indemnity from the underwriters and to sign all documents which may be required by the underwriters.

For those cargo owners who entered into insurance contract direct with their underwriters, and wish to secure necessary certificate on the relative Bills/Lading, we shall be pleased to endorse on such Bills/Lading (full set recommended) that the above Steamer was attacked and sunk by an enemy Submarine.
Further particulars can be obtained on application to this Office.

T. KUSUMOTO,
Manager,
NIPPON YUSEN KAISHA,
Hongkong Branch,
Hongkong, 10th February, 1916. [261]

AMERICAN ASIATIC S.S. CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK

THE Steamship
"KANSAS,"
Captain R. Lishlauer arrived from the above Ports. Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 16th inst., at 10 A.M.
All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.
Consignees of Cargo are hereby notified that they must produce a 1st port permit signed by the Superintendent of Import and Export, Hongkong, before Bills of Lading can be countersigned.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 9th February, 1916. [262]

NEW ADVERTISEMENTS

TO LET—FURNISHED.

A HOUSE, in Kowloon, Five Rooms, from 1st May.
Apply—
Care of "Daily Press" Office.
Hongkong, 10th February, 1916. [257]

TO LET.

OFFICES in PRINCE'S BUILDINGS, Second Floor, formerly occupied by Messrs. Wm. Meyerink & Co.
Apply—
ALEX. ROSS & Co.,
Liquidators,
Wm. MEYERINK & Co.,
Hongkong, 9th February, 1916. [252]

NOTICE.

ALL Persons having Claims against M. GUSTAV ENGEL, of Messrs. Wm. MEYERINK & Co., are requested to file same with the Liquidators before 15th March, 1916.
ALEX. ROSS & Co.,
Liquidators.
Hongkong, 9th February, 1916. [251]

WANTED—IMMEDIATELY.

GOOD STENOGRAPHER for British Firm at Saigon. State experience and salary required to—
Box No. 8,
Care of "Daily Press" Office.
Hongkong, 8th February, 1916. [247]

RE AUSTRIAN LLOYD STEAM NAVIGATION CO.

ALL Persons having Claims against the above Company are requested to forward same to the Liquidators as soon as possible.
HARRY WICKING & Co.,
Liquidators.
Hongkong, 7th February, 1916. [248]

VICTORIA RECREATION CLUB.
BOXING

SUBJECT to sufficient entries being received an AMATEUR BOXING COMPETITION open to Hongkong will be held in the Gymnasium of the V.R.C. on FRIDAY, February 25th.

- CONDITIONS:
- (a) 3 two minute rounds and if undecided, an extra round of one minute.
 - (b) In 2 weights: 118 lbs, 132 lbs, and 148 lbs.
 - (c) Competitors weigh in at V.R.C. on night of February 24th.
- Entries stating weight to be addressed to L. DEARIN, Esq., care of V.R.C., before February 15th. No Entrance Fee.
No Competition if less than 18 entries.
The Committee reserve the right to refuse entries.
Hongkong, 22nd January, 1916. [185]

WAICHIAO PU, PEKING.

EXAMINATIONS FOR DIPLOMATIC AND CONSULAR SERVICES.

NOTIFICATION BY THE MINISTRY OF FOREIGN AFFAIRS.

IN accordance with the Decree for the Examinations for Diplomatic and Consular Services and the Regulations for the Qualification Tests in the Examinations for Diplomatic and Consular Services promulgated by Mandate on Sept. 30th, 1915, and published in the Government Gazette of Oct. 1st, 1915, this Ministry will conduct the qualification tests next April.

Those who possess the qualifications as required by Article 3 of the Decree for the Examinations for Diplomatic and Consular Services and wish to enter as candidates for the examinations must, as provided by Articles 1 and 2 of the Regulations for the Qualification Tests, send in to this Ministry before February 29th, 1916, their applications and the statements of their records and also an essay together with its translation into one or more of the following languages: English, French, Russian, German, and Japanese. They must also submit their diplomas or certificates from Chinese or/and foreign schools or/and colleges to this Ministry for examination.

As regards applicants resident in the Provinces, they may send by post to this Ministry their applications, statements of their records, essays and translations and may defer the submission of their diplomas or/and certificates until they come to Peking for the Examinations. They will be notified through the Government Gazette if and when they have been passed by the Qualification Tests Committee as qualified candidates for the Examinations, so that they may come to Peking at the appointed time.

FORM OF APPLICATION:
I wish to enter as a candidate for the Examinations for Diplomatic and Consular Services and in accordance with Article 1 of the Regulations for the Qualification Tests in the Examinations for Diplomatic and Consular Services, I hereby send in my application besides submitting herewith the statement of my record and my essay with its translation in the language or languages—
Signed (.....)
Sealed (.....)
1916.

Form of Record.
Name.....age.....date of birth.....
Parentage:
Names of great grand.....
Parents.....living or dead.
Names of grandparents.....living or dead.
Names of parents.....living or dead.
Native Place (Province and District).....
Address.....
Education:
Courses of study pursued and degree or degrees received.
Your school or/and college (state whether government or private institutions, foreign or Chinese, and date of entrance and of graduation).
Occupation (Past and present, official or otherwise, and the length of time you have held each Office or you have been engaged in each work).
Signed.....
Sealed.....
1916. [244]

PUBLIC COMPANIES

HUMPHREYS ESTATE AND FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING OF SHAREHOLDERS will be held at the HONGKONG HOTEL, Hongkong, on SATURDAY, 12th February, 1916, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1915.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 14th February (both days inclusive), during which period no Transfer of Shares can be effected.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 31st January, 1916. [237]

UNION WATERBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ELEVENTH ANNUAL GENERAL MEETING OF SHAREHOLDERS will be held in the Offices of Messrs. DODWELL & Co., Ltd., on MONDAY, the 14th February, 1916, at 12 A.M. for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to 31st December, 1915.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 14th February, both days inclusive.
DODWELL & Co., Ltd.,
General Managers.
Hongkong, 31st January, 1916. [238]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETEENTH ANNUAL GENERAL MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Maunsions, on TUESDAY, the 15th February, 1916, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 15th February, 1916, both days inclusive.
By Order of the Board of Directors,
W. E. CLARKE,
Secretary.
Hongkong, 28th January, 1916. [207]

THE KOWLOON LAND & BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN

that the TWENTY-SEVENTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on FRIDAY, 18th February, 1916, at Noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1915.

The REGISTER OF SHARES of the Company will be CLOSED from FRIDAY, the 11th, to FRIDAY, the 18th February, 1916 (both days inclusive), during which period no Transfer of Shares can be registered.
By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Acting Secretary to the
HONGKONG LAND INVESTMENT & AGENT CO., LIMITED,
General Agents for the
KOWLOON LAND & BUILDING CO., LTD.
Hongkong, 9th February, 1916. [253]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN

that the ORDINARY YEARLY MEETING OF the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 19th day of February, 1916, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts for the year ending the 31st December, 1915.

The REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 7th February, to SATURDAY, the 19th February, 1916 (both days inclusive), during which period no Transfer of Shares can be registered.
By Order of the Court of Directors,
N. J. STABB,
Chief Manager.
Hongkong, 31st January, 1916. [229]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

SHARE CERTIFICATE No. 2065, dated 8th May, 1909, of Thirty Shares numbered 61145 to 61175 inclusive and 18592/18596 inclusive, standing in the Register in the name of Dr. JOSEPH WHITTESLEY DOBLE, having been LOST, Notice is hereby given that unless the said certificate be produced at the Office of the Company, 30, Des Voeux Road, Central, Hongkong, on or before the 10th day of March, 1916, a New Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Company as null and void.

DOUGLAS LAFRAIK & Co.,
General Managers.
Hongkong, 9th February, 1916. [254]

FOR SALE.

ONE 104 B.H.P. HORNSBY ACKROYD OIL ENGINE complete with and coupled direct to an 8 K.W. Continuous Current Shunt Wound Dynamo of 5070 volts with shut regulator.
Also ONE SWITCHBOARD for ACCUMULATORS, DYNAMO, &c., complete with instruments for 100 Amps.
For further particulars apply to—
LINSTED & DAVIS,
Alexander Buildings,
Hongkong, 16th September, 1915. [84]

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1914.
REVISED BY THE MEMBERS.
PRICE \$5.
DAILY PRESS OFFICE
Hongkong, 26th February, 1916.

ATTENTION

ROBT. PORTER & CO.'S

CELEBRATED

BULL DOG

BRAND

LIGHT ALE

IN PINTS AND SPLITS.

Very light, extremely palatable

and refreshing. Brewed from the

finest English malt and hops.

SOLE AGENTS:

A. S. WATSON

& CO., LTD.,

WINE & SPIRIT MERCHANTS.

HONGKONG OFFICE: 10A, DES VOUEX ROAD, C.

LONDON OFFICE: 121, FINEST STREET, E.C.

The Daily Press.

HONGKONG 10th FEBRUARY, 1916.

DEARTH OF MERCHANT SHIPS.

The dearth of shipping and the consequent heavy increase in freight-rates have been engaging considerable attention lately in the Press and in Parliament, but, unfortunately, without opening up any prospect of immediate improvement in the existing conditions. Many factors have contributed to the gradual depletion of British tonnage available for commercial purposes. The most important of these is, of course, the enormous demand made upon the mercantile marine by the War Office and the Admiralty. Immediately hostilities began, many vessels were requisitioned to serve as armed cruisers, fleet auxiliaries, colliers, hospital and supply ships and the like, and as the area of the war extended, and campaigns of growing magnitude were undertaken at a distance, the need for transports grew ever greater, until to-day the Admiralty has under its orders something like five million tons of merchant shipping. The destruction wrought by submarine and mine upon British, Allied and neutral shipping, although not large in proportion to the numbers sailing the seas, cannot be described as negligible. To guard against this menace upwards of two thousand small craft are employed, scores of which, in ordinary circumstances, would have been in the carrying trade. The experience of Great Britain has been the experience, on a smaller scale, of her Allies. The French Naval and Military forces have made a heavy drain upon the Republic's mercantile marine, which numbers 1,576 vessels representing 2,300,000 tons; Italy, also, has reduced the number of "bottoms" available for carrying merchandise since she entered the war; and Russia's merchant fleet, which embraces 1,250 ships and over a million tons, has been virtually imprisoned since 1914 in the Baltic and Black Seas. No less serious in its bearing upon the general situation has been the complete disappearance of the German and Austro-

Hungarian fleets, which, according to Lloyd's Register, consisted of about 2,800 vessels of an aggregate tonnage of six and a half million tons. In the Far East the effect of all this has been very acutely felt. The removal of the Norddeutscher Lloyd and Hamburg-Amerika ships from the berth, together with the numerous chartered vessels operated by these companies, was the first difficulty encountered. Then came the commandeering of a large portion of the Peninsular and Oriental and British India fleets, necessitating a restriction of these companies' services. Other regular British steamship lines were similarly affected, and the French and Italian services were also reduced, with the result that cargo-space for Europe grew smaller by degrees and exasperatingly less. On the Pacific, conditions have been no better. German ships ceased to sail; four of the speedy Canadian Pacific Railway liners were taken off for Government service, and the Pacific Mail boats were withdrawn last autumn owing to the La Follette Seamen's Act. A new company has since been formed to fill the hiatus thus caused, the Japanese steamship companies have put a few extra ships on the Pacific and European services, and the British Government has now released the C.P.R. ships, but, even so, the British merchant in China carries on his business under difficulties as great as those which obtain in any part of the world. Various measures of a remedial character have been suggested. It has been urged, for example, that the British Government should assume the control of the whole mercantile marine, but Mr. BALFOUR modestly declined the responsibility of arranging the movements and fixing the freights of 13,000 merchant vessels aggregating over twenty million tons. Again, it has been argued that the sale of British ships to other nations should not be permitted, and, though the official view inclined at first to the opinion that this restriction would serve no useful purpose, we are glad to see that wiser counsels have since prevailed. Apart from the benefit which will accrue to the national exchequer under the excess profits tax, there is less likelihood of the ships being diverted from British trade if they remain under the Red Ensign. Economies are to be insisted upon as far as possible in the employment of tonnage for military purposes, and the importation of certain specified luxuries is now prohibited in order that space may be available for more necessary cargo. At the same time, encouragement is to be given to an industry which, owing to the superior claims of the Admiralty upon the activities of our shipyards, has practically ceased since the beginning of the war—namely, the building of merchant vessels. These measures may do something to ease the situation, but no appreciable improvement is likely to be felt until the war is over and normal conditions are restored.

A mail for Europe via Siberia closes to-day at 3 p.m.
This afternoon at 5.30 o'clock H.E. the Governor will inspect the Special Police Reserve on the Garrison parade ground.
If the China of to-morrow is not to be a mangle of warring States, she, like Japan, must break with her past; she must enter upon a new way of life. That is the opinion of Mr. E. Bruce M'ford.

The concluding paragraph of Lord Derby's report on the recruiting states that in foreign towns where there are English communities men have banded themselves together to come under the group system. "Men have written from Hongkong, Rhodesia, Cadiz, California, offering to come home to be attested for Army Reserve (Section B)."

The first of the series of receptions at Government House was largely attended on Tuesday evening. After being received by H.E. Governor and Lady May, the guests adjourned to the Concert Hall, where a short musical programme was given. The opening item was rendered by the Police Reserve Orchestra, and other numbers were contributed by Mrs. Carpmal (song), Miss Aileen Lillie (piano), Miss Gordon (song); Mr. H. E. Muriel (song); and Mr. H. I. Jones (song). The accompaniments were shared by Mr. G. Grimble and Mr. E. J. Chapman. All the items were encores. At the conclusion of the concert those present adjourned to the supper-room, where light refreshments were dispensed. The grounds of Government House were illuminated with red Chinese lanterns.

The new 40 foot motor Ferry-boat, *White Crane*, was put through her trials yesterday morning and accomplished a speed of 8.6 knots over the measured mile. This boat has been built by Alex. Ross & Co. at their Kowloon yard for the Pak Hok Tong Launch Co., of Canton. Captain Lukmanoff is responsible for the design, and is to be congratulated on attaining a speed so much over contract. The boat is engined with a Scripps 50 horse-power motor, and is equipped with an electric starting system, which also provides for the electric lighting of the boat. All the appointments are up-to-date, and the general design and seating arrangements present many practical novelties and improvements, all having special regard to the handling of boat and passengers in the crowded river between the Shameen and Pak Hok Tong. The *White Crane* left for Canton last night, and will be put into immediate service.

SUPPOSED MURDER AT SHAIKIWAN.
WOMAN'S BODY IN THE HARBOUR.

The body of a Chinese married woman, named Lo Nui-su, was found floating in Shaikwan harbour yesterday, a piece of rope being tied around the neck. It appears that the woman went out to ply for hire in a small boat at five o'clock on the evening of the 7th inst. The body was found floating at Shaikwan West at 10.30 a.m. on the 8th, and the boat was also found, empty. When the deceased set out she was wearing a pair of gold-mounted bangles and two finger rings, value \$43, and these are now missing.
The police suspect foul play.

DARING ARMED ROBBERIES.
Two more cases of armed robbery by Chinese, one being of a most daring description, have been reported to the Police.

In one case the master of junk No. 2145 reports that whilst he was lying in bed, at Lung Li Hok village, he heard a great noise and immediately afterwards the door was broken open and four or five men entered the house. Three of them were armed with knives. One of the men caught hold of his wrists and a struggle ensued during which he was stabbed in the left hand. His hands were tied together with rope, and one of the men stole from his wrist a jadestone bangle value \$70. He called out and was then told not to make a noise or else he would be shot with a pistol. The men then ransacked the house and stole altogether \$107 in money and jewellery value \$74.20.
No arrests have been made.

Another armed robbery is alleged to have taken place at a number of matcheds at Leun Ku Tan. It has been reported to the Police that, on the night of the 7th inst., twelve men, one of whom was armed with a revolver, stole from one of the occupants of the sheds the sum of \$162.

CHINA'S FINANCES.
Owing to the heavy expenses, the Central Government has telegraphed to all provincial Governments ordering them to remit as soon as possible their portions of revenues to the Capital at the fixed periods without further delay. They will not be permitted to use any of the money without special sanction. Provincial Governments are not allowed to spend any money in excess of their estimates for the first year of Hung Hsien.—Peking Daily News.

SAIGON RICE MARKET.
The Compagnie de Commerce et de Navigation d'Extreme Orient, Saigon, report as follows:—

Owing to the strong demand from Hongkong and Singapore, our market has been steadier and our millers are buying at increasing prices any quantity coming down from the interior.
The total amount of rice exported from the 1st January up to the 25th January is 31,397 tons against 52,740 tons in 1915.
We quote to-day white rice No. 2 Biffed Japan quality, Hongkong, \$4.15 per picul (c.b. Saigon, for February/March shipment).

THE WAR.

RUSSIA'S READINESS.

TO MEET EXPECTED GRAND ENEMY OFFENSIVE.

THE "BARALONG" INCIDENT.

HOW SUBMARINE'S CREW WERE KILLED.

NAVAL MOVEMENTS IN ADRIATIC AND BLACK SEA.

NO ZEPPELIN REPRISALS.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

FRENCH BOMBARD A TRAIN.

PARIS, February 8th.
To-day's communiqué says—South of the Somme we bombarded a train, while in the Argonne we exploded four mines.

INTENSE ARTILLERY DUEL IN ARTOIS.

GERMAN WORKS SERIOUSLY DAMAGED.

PARIS, February 9th.
The evening communiqué says—There has been an intense artillery duel in Artois, north-east and south-east of Neuville.

Our fire dispersed troops near Lassigny and north of Berry-au-Bac.
We seriously damaged German works north of Tryon.
Mine fighting in the Argonne continued in our favour.

MUTUAL SHELLING ON BRITISH FRONT.

LONDON, February 8th.
General Sir Douglas Haig reports there has been mutual shelling between Amers and the Somme, and north of the La Bassée Canal. There was also considerable artillery activity about Hooge.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

RUSSIA'S READINESS.

GERMANY'S DOWNFALL INEVITABLE.

PETROGRAD, February 8th.
The War Minister, M. Polivanoff, in an interview, admits the tragic lack of munitions in 1916, but the crisis had ended. Immense and inflexible measures had revolutionised Russia's national and industrial activity. The development of munitions was prodigious. There was also a permanent reserve of 1,600,000 recruits. Every man sent to the front had been perfectly trained. "Germany may invent machines, but her downfall is inevitable. The Allies will constantly increase, and behind them are the resources of the universe and behind Germany exhaustion and shakiness."

GRAND GERMAN OFFENSIVE EXPECTED.

AFTER MELTING OF SNOWS.

PETROGRAD, February 8th.
The General Staff expects a grand Austro-German offensive after the melting of the snow. It will probably take the form of a wide enveloping movement on both flanks, with extensive Naval movements in the Baltic Sea and an advance through Rumania, which will be forced to take sides.

RUSSIAN GIRL CORPORAL'S VALOUR.

PETROGRAD, February 9th.
A Russian communiqué records a remarkable story of the valour of a Corporal named Glushenko, who turns out to be a young girl. She volunteered to penetrate the enemy's entanglements, and carried out her mission. Despite a serious wound in the leg she returned to her starting point.

[THROUGH REUTER'S AGENCY.]

HEAVY GUN-FIRING AT RIGA.

PETROGRAD, February 9th.
A communiqué says that there has been heavy gun-firing in the Riga district. There were skirmishes on the Strype.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

ENEMY DESTROYERS CHASED IN ADRIATIC.

PARIS, February 8th.
It is officially announced that a British cruiser and a French destroyer, covering the evacuation of the Serbian Army, encountered four enemy destroyers in the Adriatic Sea on the evening of the 6th inst. The latter fled towards Cattaro.

RUSSIAN WARSHIPS ACTIVE

TURKISH POSITIONS BOMBARDED.

PETROGRAD, February 8th.
Russian warships in the Black Sea successfully bombarded Turkish positions on the Anatolian coast. They were fruitlessly attacked by a Turkish submarine flotilla.

Russian hydroplanes attacked a vessel lying at Zunguldak.

THE "BARALONG" INCIDENT.

AMERICAN CATTLEMEN KILL THE PIRATES.

LONDON, February 8th.
A correspondent of the Daily Telegraph provides a gory detail of the Baralong incident. He relates how the American cattlemen aboard the *Niconian* avenged themselves on the crew of the submarine, who clambered aboard with bombs. A fierce struggle ensued. The infuriated cattlemen, armed with furnace bars, attacked the Germans, all of whom were killed. The slaughter culminated in the throwing overboard of the Captain of the submarine, with fire-bars tied to his feet.

THE BALKANS

[THROUGH REUTER'S AGENCY.]

FRENCH REINFORCEMENTS LAND.

SALONIKA, February 8th.
French reinforcements and artillery have landed here.

THE NEAR EAST.

[THROUGH REUTER'S AGENCY.]

IN MESOPOTAMIA.

DELHI, February 8th.
A communiqué states that General Townshend holds Kut owing to its strategic importance, and that General Aylmer's operations are intended to support him. No withdrawal is contemplated.

GENERAL.

[THROUGH REUTER'S AGENCY.]

MORE BRITISH CONSCRIPTS CALLED UP.

LONDON, February 8th.
A Proclamation calls up the British Conscripts to Group 30 on the 17th March.

[THROUGH REUTER'S AGENCY.]

THE "LUSITANIA" AGREEMENT.

AMERICA ALMOST SATISFIED.

WASHINGTON, February 8th.

The announcement that the *Lusitania* affair is practically settled is based on authoritative statements that President Wilson finds in Count Bernstorff's tentative document an admission of liability for the deaths of the Americans aboard the *Lusitania*, which is equivalent to admitting illegality. Therefore, he is disposed to accept Germany's analysis without quibbling.

The *Times*, in a leader, refuses to believe that President Wilson can have accepted the German empty formula, and receives American despatches successively from the Great Declaration, holding Germany to strict accountability, to the latest insistence on illegality and the imperious necessity of upholding the principles of humanity.

WASHINGTON, February 9th.
It is stated that the *Lusitania* draft agreement has been returned to Berlin for minor alterations. It is expected that six days will elapse before it returns.

GERMANY AND THE "APPAM."

WASHINGTON, February 9th.
Count Bernstorff has requested permission to allow the *Appam* to remain in America indefinitely.

CONSPIRACIES IN AMERICA.

GERMAN CONSULAR OFFICIALS ARRESTED.

WASHINGTON, February 9th.
The German Consul-General Copp and Vice-Consul von Shack of San Francisco have been indicted for conspiracy, including plotting to blow up tunnels and railroads in Canada, and to hamper the shipments of wheat to the seaboard and to England.

AUSTRIA CONFISCATES ALL LEATHER.

SEVERE BLOW AT LUCRATIVE INDUSTRY.

ZURICH, February 8th.
Austria has confiscated all leather. This will have a disastrous effect on one of Austria's most profitable industries.

RUSSO-JAPANESE LOAN.

TO EASE EXCHANGE SITUATION.

LONDON, February 8th.
The *Times* says it is understood that the Japanese loan of £5,000,000 to Russia is an accomplished fact. The issue will be made in Yokohama. It will ease the exchange situation.

AUSTRALIA'S GREAT ARMY.

MELBOURNE, February 8th.

The Hon. Mr. Pearce says it is possible that Mr. Fisher's anticipation of 350,000 troops will be surpassed.

NICKEL TO BE REFINED IN CANADA.

OTTAWA, February 8th.

At the request of the Government, the International Nickel Company has undertaken to refine nickel in Canada. This will secure to Britain and Canada all the finished nickel they require. Hitherto the United States has done the refining.

BRITISH STEAMER AFIRE.

LONDON, February 8th.

The British steamer *Texas*, bound from New Orleans to Christiania, is on fire. She carries a cargo of cotton.

THE KING AND OPENING OF PARLIAMENT.

LONDON, February 8th.

It is announced that His Majesty the King was quite prepared to open Parliament in person, but he yielded to his medical advisers, who urged that he should not undertake the ceremony in his present state of convalescence.

DUMA MEETS IN FORTNIGHT.

PETROGRAD, February 8th.

The Duma is summoned to meet on the 22nd inst.

DISTURBANCES IN PORTUGAL.

LISBON, February 8th.

The National Workers' Union declares that it was not concerned in the recent disturbances. The city is now all quiet.

[THROUGH REUTER'S AGENCY.]

NO REPRISALS FOR ZEPPELIN ATTACKS.

LONDON, February 9th.
The *Standard* states that the Government has no intention to take reprisals for the Zeppelin attacks.

DIRECTION OF AVIATION MINISTER TO BE APPOINTED.

LONDON, February 9th.

The *Standard* says that the Government intends to appoint a Minister of Aviation to direct and co-ordinate the Army and Navy air services.

BRITISH SHIPPING PROBLEM.

RESTRICTION OF IMPORTATION OF SUGAR.

LONDON, February 9th.

The Sugar Commission recommends the restriction of the importation of sugar to assist in solving the problem of shipping tonnage. The Commission urges the people to economise in sugar. Thus prices will not increase, while tonnage will be released to help make foodstuffs cheaper. It would also have a favourable influence on the rates of exchange, as all sugar comes from abroad.

DEPRECIATION OF MARK.

ANOTHER FALL IN DENMARK.

COPENHAGEN, February 8th.

Despite the transmission by Germany of 11,000,000 marks in gold to Denmark the price of the mark has again fallen.

GERMAN CONSULAR OFFICIALS' REFUSAL.

LONDON, February 8th.

Reuter learns that the German Consular officials in Holland are refusing payment of their fees in German paper or silver money, insisting on payment either in gold or in Dutch currency at the pre-war exchange.

CANADIAN PARLIAMENT EXTENDED.

NOT MORE THAN HALF WAY THROUGH THE WAR.

OTTAWA, February 8th.

In the House of Commons the Premier (Sir Robert L. Borden) moved a resolution that they petition the Imperial Government to amend the constitution to extend Parliament to the 7th October, 1917. The Premier said he was of opinion we were not more than half way through the war.

Sir Wilfrid Laurier, agreeing to an extension of a year, admitted that the people were disinclined to an election, considering that their energies should be concentrated on the war. Canada's duty was to make every effort to assist England in fighting on behalf of Europe and humanity.

CAMEROONS CAMPAIGN.

BELGIAN TROOPS REACH JAUNDE.

HAVER, February 9th.

It is officially announced that the Belgian troops reached Jaunde, in the Cameroons, on the 28th January where the British, French, and Belgian flags were hoisted.

FRENCH AVIATION SECRETARY RESIGNS.

PARIS, February 8th.

M. Bernard, the Secretary of Aviation, has resigned.

OBITUARY.

NICE, February 8th.

The death has occurred of Commander George Jephson.

RECORD GOLF DRIVES.

It is recorded that Kenneth Baldwin, on the Harlem course at Chicago, recently drove a ball nine yards beyond the green at a 400 yards hole. Drives of 400 yards are of every day occurrence, and some of the famous hits which are on record had favourable circumstances of ground and weather to aid them.

Sloping ground and a following wind are strong factors in the length obtained, and in connection with the 388 yards drive at North Berwick by Horne some years ago it was pointed out in the official certificate that the surface of the ground was hard and very favourable to long runs, and that the wind was strong and practically following the player.

According to "The Golfers' Handbook," the longest recorded and fully authenticated drive was done by E. C. Bliss at Horne Bay in August, 1913, the distance being 445 yards. The drop in this ground was measured and found to be from the tee to resting-place of the ball 57 feet. Braid's biggest drive, according to his own recollection, was made at Walton Heath in 1905, when he hit a tee stroke a distance of 398 yards. On that occasion the course was frost-bound, and the wind was behind him when he played.

THE SINGAPORE MUTINY.

REPLIES TO MR. GERSHOM STEWART'S QUESTIONS.

In the House of Commons on January 4th, in reply to Mr. Gershom Stewart, Mr. Monar Law stated that he has no information that the Governor of the Straits Settlements has admitted in a public speech that the authorities were aware some time before the mutiny in February last that there was a feeling of unrest among the men of the 8th Light Infantry. The Governor specifically denied that the authorities were warned beforehand that trouble was brewing. It was true that the first shots were fired at three p.m., that the officer in charge of the German prisoners' camp was not warned in time by telephone, and that civilians were killed in the Sepoy lines in Koppel Harbour district after four p.m. On the other hand, it must be remembered that the military authorities were at this time fully engaged in transmitting information and instructions by telephone lines with a number of individuals could not as a rule be rapidly established, so presumably it would have been impossible to warn all the European residents in time. No information was available as to the time at which the Governor and the Inspector-General of police were warned of the outbreak. The news reached the police at half-past four o'clock and the Colonial Secretary at a quarter to five o'clock.

FAMINE AT MONASTIR.

BULGARIAN REQUISITIONS.

The *Times* special correspondent at Salonika, says that since the Bulgarians stopped the free distribution of flour by the American Red Cross, distress has become acute. The dearth that already prevailed has become a hideous famine. Thousands are without bread or the prospect of getting any. The worst sufferers are the Muslim poor, among whom deaths from starvation occur daily.

It is to be feared that the hunger of the people of Monastir represents but an infinitesimal fraction of the yet unrevealed sufferings from the same cause that must afflict the mass of the Serbian people, and that must increase as winter advances. Compared with other provinces of Serbia, Monastir, though virtually there were scarce and dear in November, was well provisioned, until the arrival of the enemy, owing to its proximity to Greece. But the rest of Serbia felt the pinch of hunger weeks earlier, and must therefore now be in a worse plight.

RUSSIA AND RUMANIA.

THE MEANING OF TROOPS MOVED TO THE BUKOVINA.

[BY WACLAW CERNIEWSKI.]

Reports that the Russian troops waiting on the Rumanian frontiers to attack Bulgaria have been withdrawn and sent to the Bukovina should not give the impression of indicating abandonment of this Russian plan. During the whole of the present operations in the Balkans there has been preparation of Russian and Rumanian armies for joint action. Events elsewhere in the Balkan peninsula were swifter than these arrangements in the north-eastern corner. Russia undertook to raise a new army out of her vast population, and to furnish it with an ample supply of arms and munitions; Rumania has been doing the same, and the 1916 class of her army has been called up—but meanwhile circumstances in Serbia and Macedonia have entirely altered. The Serbian army has retreated to Montenegro and Albania, and the Franco-British troops have withdrawn from Serbia, Macedonia to Greece.

The Central Powers and Bulgaria have before them a considerable difficulty. The Austro-German forces are not sufficient to carry on the campaign on Greek soil, while Bulgarian participation would bring upon them the Greek army. Thus the Austro-German forces must be increased by their own new troops or the Turkish army must be invited to support. These events necessitate a comparatively long period, and both Rumania and Russia can utilise this period in so arranging certain matters as very greatly to facilitate their joint campaign when the moment comes to launch it.

The Eastern Carpathians and the Transylvanian Alps constitute a good defence for the Rumanian Kingdom against attacks from the Central Powers. At the same time from Galicia to Rumania. If the Russians, with a large army at their disposal in Bessarabia, should reconquer the Bukovina Rumanians would be able to fortify the River Prut from Kozlova to Czernowitz, and their endeavours on other fronts, consequently, would be greatly facilitated. The Prut is the only line which could be successfully fortified between Rumania and Galicia, and once done would allow Rumania to keep only comparatively insignificant numbers of troops for the defence of the northern front. Apart from these military reasons for Russia's action in the Bukovina there are important political considerations also. Russia's offer of Bessarabia is considered by the Rumanians little more than a return of their own property unjustly taken from them. If the Russian army should clear the Bukovina of the Austrian troops and give this province to Rumania the gratitude of the Rumanian nation would be immense.

With all this said, however, let me add that Russian operations against Bukovina do not imply that these must necessarily be accomplished before Russo-Rumanian action can begin in the Balkans.

THE PATRIARCHAL EAST.

WESTERN COMMENT ON CONSTITUTIONAL CHANGE.

China is to have an Emperor again. President Yuan Shih-kai, graciously assenting to "the will of the people," has consented to waive his personal reluctance and to fill the vacancy left by the expulsion of the Manchus dynasty. It is not an unexpected development, and the President's coyness will not be taken too seriously by those who have followed the course of events. But on the other hand, it is highly probable that, whatever we may think of the machinery employed to embody the alleged wishes of the Chinese people, the petition corresponds closely enough with their innermost wishes. Republicanism is a Western plant to which the Oriental soil is not congenial. The votaries of that cult in China have shown themselves quite devoid of practical capacity, and as one of their staunchest supporters remarks upon to-day's news, "It is their own incompetence which has been their rival's greatest strength."

THE IMPERIAL IDEA.

It was a little old man speaking, a clean, hard, wiry old man of more than sixty. Time had touched his head and chin with a frosty hand, and his unshaven, stubbly beard was white.

All round the noise, bustle and turmoil of the big London market eddied, rushed and roared. He drew his companion into the shelter of one of the stone pillars and a pile of fruit baskets to talk.

Far away, at the far side, under St. Paul's Church, came the sound of a recruiting band playing a martial tune.

"Yes," said the old man. "We was all 'avin' a drink, and someone was chippin' Bill about joinin'. Bill said no, 'e wasn't 'avin' any. His young bruvver and 'is bruvver-in-law' 'ad both gone, an' 'is other bruvver was goin'; 'e reckoned 'e was goin' to stop at 'ome. Not 'arf. Wait while I tell you."

"A big Orsetralian in khaki comes across the bar and 'e says to him, 'I've bin listenin' to what you've bin sayin', 'e says. 'Now, I've come right across the world to fight for you, 'e says. 'Yes, 'e says, 'to fight for you. We are yer goin' to do abait it?'"

"Do abait wot?" says Bill. "Wot the 'ell! I never arst yer to come."

"No," says the Orsetralian; 'e was a big bloke, or I reckon 'e wouldn't 'ave said it, cos Bill was lookin' very 'ard at 'im. 'No,' 'e says, 'you never arst me to come. Better, men than you or me, old sport, arst me to come, and I came."

"So they went on talkin', and presently Bill says, 'Ow abait my kids?'"

"What abait my kids?" says the Orsetralian. "Don't you reckon I've got no kids?"

"What did Bill say then?" said the old man's companion.

"Say? What could 'e say? 'E says 'Blimey!'"

A man with a pile of baskets on his head jostled by.

"Well, the finish of it was, 'e an' the Orsetralian got quite chummy, an' now 'e's joined. Yes, fact, 'I saw 'im when he was goin' up to Whitehall."

"I ain't goin' to be told off by no Orsetralians," 'e said to me."

J.M.O.C.

THE LOOMS.

In the half light of his dwelling through the seasons come, With the golden gorse before him, did the hand-loom weaver know. House and loom and art were rotting, stone by stone, and thread by thread, Till the looms were scrapped and crumbled, and their drowsy hum was dead, As the smoke of fires they fed; Countless toilers herd together in the husky-rattled rooms Of the stirring and the whirling of the looms.

No hawthorn in the gardens of Landreay Street in May. And a girl, lank-haired and dreary, watches many looms all day. In a vast mechanic barracks with a hundred of her kind. Though she lodges but a step from where the honeysuckle twined, And the hollyhocks were lined. Her heavy dreams unbroken by the wind through apple-blossoms Or the flying and the sighing of the looms.

Beyond each phantom casement that the red geranium screen, A phantom weaver haunts you now from Reid Street to the Green. And a sadness half symbolic in the ghostly creak and heave Of frameworks long dismembered, as they cannot choose but grieve Time will not cease to weave Human life so drab and raucous where the grave iron-steeple glooms Through the throbbing and the sobbing of the looms.

Glasgow Herald. J. G. S.

The big gun ammunition will be in two days from now and another two days will take place probably, and will lose about 100 men and several wharves as it is really an extraordinary position they have got here. St. Louis is all in the day's work.—*N. C. News.*

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SHIPPING

ARRIVALS.

ATLANTIC, French str., 6,478, Charbonnel, February 9th, M. M. & Co.
HAIKUN, British str., 611, A. H. Stewart, February 9th, M. M. & Co.
KAIK, Japanese str., 1,120, K. Matsuda, February 9th, M. M. & Co.
SAIGON, British str., 4,500, D. A. Gardner, February 9th, M. M. & Co.
SINGAPORE, British str., 9,250, S. Togo, February 9th, M. M. & Co.
TOKYO, Japanese str., 1,120, K. Matsuda, February 9th, M. M. & Co.

CLEARANCES

IN THE HARBOR MASTER'S OFFICE
February 9th
PHEUMEN, British str., for Saigon
SHANGHAI, British str., for Manila

DEPARTURES

ATLANTIC, French str., for Shanghai
CHINA MARU, Japanese str., for Kobe
CHONGKING, British str., for Canton
CHONGKING, British str., for Canton
CHONGKING, British str., for Canton
CHONGKING, British str., for Canton
CHONGKING, British str., for Canton

SHIPPING REPORT

The str. *Tokyo Maru* reports: Last 24 hours fine weather, smooth sea.

PASSENGERS

Per *Atlantic*, from Marseilles, etc., Mr. Ozone, Mr. Adams, Mrs. Schwartz, Rev. and Mrs. Baker, infant, Mr. Elzaka, Mr. Lamm, Mrs. Pradon, Mr. Goerz, Mr. M. M. & Co., Mr. H. H. & Co., Mr. P. P. & Co., Mr. T. T. & Co., Mr. U. U. & Co., Mr. V. V. & Co., Mr. W. W. & Co., Mr. X. X. & Co., Mr. Y. Y. & Co., Mr. Z. Z. & Co.

VESSELS EXPECTED.

THE ENGLISH MAIL.
The str. *Pallua* left Shanghai for this port on the 7th inst. at 1 p.m., with the homeward English mails, and is due to arrive here to-day, at daylight.

GLEN LINE (McGREGOR, GOW & CO.), LIMITED.

FOR LONDON.

THE Steamship

"GLENSTRAE"
Captain Jos. McGillicuddy, will be despatched for the above port on or about Middle of March, 1916.
For freight and further information, apply to SHEWAN, TOMES & Co., Agents.
Hongkong, 9th February, 1916. [255]

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST,
By CHAS. J. HALCOMBE.
Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flower Land," etc.

THE VOLUME, which consists of 491 Pages, and includes a Sketch-Plan of historical interest showing the disposition of the forces at the battle of Kwei-lin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. RENNIE.
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VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's	2. From Harbour Master's to Blake Pier	3. From Blake Pier to Naval Yard	4. From Naval Yard to East Point
DESTINATION	VESSEL'S NAMES	FLAG & REG.	DEPTH
LONDON via SINGAPORE, MALACCA, PENANG, & SINGAPORE	ATSUBA MARU	Jap. str.	1 m.
LONDON & BOMBAY via SINGAPORE, MALACCA, PENANG, & SINGAPORE	SARDINIA	Brit. str.	1 m.
LONDON & SINGAPORE via PENANG, COLOMBO, & SINGAPORE	KANBAR	Brit. str.	1 m.
LONDON & SINGAPORE via PENANG, COLOMBO, & SINGAPORE	MONGARA	Brit. str.	1 m.
MARSHALLS via PORTS	GLENSTRAE	Brit. str.	1 m.
GENOA	ANDER LEBON	Brit. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	GLENLOGAN	Brit. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	CHIOGA MARU	Jap. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	KAMAKURA MARU	Jap. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	ANDO MARU	Jap. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	INDRASAMHA	Brit. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	EGREMONT CASTLE	Brit. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	TJISONDARI	Dut. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	TUNTO MARU	Jap. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	NIPPON MARU	Jap. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	MONTEAGLE	Brit. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	EMPEROR OF RUSSIA	Brit. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	ARI MARU	Jap. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	TAIYUAN	Brit. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	ST. ALBANS	Brit. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	SUGAT	Brit. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	TANGO MARU	Jap. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	CHIPSING	Brit. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	THANVONG	Brit. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	APANTIQUE	Brit. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	SINKING	Brit. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	CRUYANG	Jap. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	LUOWO	Brit. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	KAGA MARU	Jap. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	WOSANG	Brit. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	YINGCHOW	Brit. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	ROPSANG	Brit. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	NANKIN	Brit. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	NOBHI	Brit. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	PENANG MARU	Jap. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	MITASAKI MARU	Jap. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	TIBOROM	Brit. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	KALO MARU	Jap. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	SOEYU MARU	Jap. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	KIUKIANG	Brit. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	BAIMON	Brit. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	CHENGOU	Brit. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	HAICHING	Brit. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	HAICHONG	Brit. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	LUONGSANG	Brit. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	HUIKOW	Brit. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	SAMAMIS	Brit. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	SHINKOU MARU	Jap. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	KIRIN MARU	Jap. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	NAMKANG	Brit. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	JINSEN MARU	Jap. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	JAPAN	Brit. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	SUNGKIANG	Brit. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	LOKSANG	Brit. str.	1 m.
VICTORIA & TACOMA via MANILA & SINGAPORE	MAUSANG	Brit. str.	1 m.
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MANILA	"LOONGSANG"	Saturday, 12th Feb., 3 p.m.
SHANGHAI	"CHOYSANG"	Sunday, 13th Feb., 10 p.m.
SHANGHAI	"WOSANG"	Tuesday, 16th Feb., 10 p.m.
SHANGHAI	"LOKSANG"	Wednesday, 17th Feb., 10 p.m.
SHANGHAI	"CHIPSANG"	Thursday, 18th Feb., 10 p.m.
SHANGHAI	"HOPSANG"	Friday, 19th Feb., 10 p.m.

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"EMPEROR OF RUSSIA" ... 23 MAR.	"MONTEAGLE" ... 25 APRIL
"EMPEROR OF JAPAN" ... 5 APR.	"EMPEROR OF RUSSIA" ... 18 MAY
	"EMPEROR OF ASIA" ... 16 JUNE

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Captain H. J. Henderson, will be despatched for the above port on or about the 12th Feb., 1916.
For freight, passage and further information, apply to SHEWAN, TOMES & Co., Agents.
Hongkong, 13th January, 1916. [173]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON

THROUGH BILLS OF LADING ISSUED FOR

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THE Steamship

"SARDINIA,"
Captain J. T. Jeffery, carrying His Majesty's Mails, will be despatched from this port on or about FRIDAY, the 11th February, 1916, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "Khyber," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamers proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay per s.s. "SARDINIA," due in London about the 27th March, 1916.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to E. V. D. FARR, Acting Superintendent.
Hongkong 31st January, 1916. [1]

HONGKONG—NEW YORK.

FOR NEW YORK VIA SUEZ CANAL OR CAPE OF GOOD HOPE.

S.S. "EGREMONT CASTLE," about end of February.

For Freight and further information, apply to DODWELL & Co., Ltd., Agents.
Hongkong, 3rd January, 1916.

HONGKONG—NEW YORK.

AMERICAN ASIATIC S.S. CO.

FOR NEW YORK VIA SUEZ CANAL OR CAPE OF GOOD HOPE.

(WITH LIBERTY TO CALL AT THE MALABAR Coast.)

S.S. "INDRASAMHA," about Middle of Mar.

For Freight and further particulars, apply to SHEWAN, TOMES & Co., General Agents.
Hongkong, 9th February, 1916. [245]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NAMUR,"

Arrived Hongkong on 6th February, 1916, from BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—From London, &c., ex s.s. "Medina" and "Nyassa."

From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 a.m. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. V. D. FARR, Acting Superintendent.
Hongkong, 5th February, 1916. [1]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER,"

FROM MIDDLESEX, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 22nd inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst. at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.
Hongkong, 8th February, 1916. [256]

P. & O. S. N. CO. TOYO KISEN KAISHA. P. & O. S. N. CO.

STEAMERS	TO SAIL	REMARKS
LONDON and BOMBAY via SARDINIA	11th Feb.	See Special
LONDON via SINGAPORE, PENANG, COLOMBO, and MARSEILLES	10th Feb.	Freight and Passage
SHANGHAI	About 18th Feb.	Freight and Passage
SHANGHAI, MOJI, KORE NORE and YOKOHAMA	About 22nd Feb.	Freight and Passage

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to—

E. V. D. PARR,

Acting Superintendent.

Hongkong, 10th February, 1916.

CHINA NAVIGATION CO., LTD.

STEAMERS	TO SAIL	REMARKS
SWATOW, AMOY and SHANGHAI	On 10th Feb.	Neon
DALNY	On 10th Feb.	3 P.M.
SHANGHAI	On 10th Feb.	3 P.M.
SWATOW and SINGAPORE	On 10th Feb.	10 A.M.
BANGKOK	On 10th Feb.	3 P.M.
SHANGHAI	On 10th Feb.	3 P.M.
HAIPHONG	On 10th Feb.	3 P.M.
MANILA, CEBU and ILOILO	On 10th Feb.	3 P.M.
SHANGHAI	On 10th Feb.	3 P.M.

DIRECT SAILINGS TOWARD RIVER, TWICE WEEKLY.

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidehips; Electric Fans fitted; Extra State-rooms on Deck, etc. on "TAMING" and "TEAN."

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. S.S. "ANLU," "CHENAN," "LUOHOW," "YINGHONG," "SHANTUNG," and "SINKIANG," with excellent accommodation; Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed to Shanghai, avoiding the inconvenience of transshipment at Wosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 10th February, 1916.

TELEPHONE 36.

AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloon, and Excellent cuisine.

FOR

SWATOW, AMOY AND FOCHOW AND RETURN.

Occupying at 9 to 10 Days

STEAMERS	CAPTAIN	LEAVING
"HAIMUN"	Capt. A. H. Stewart	THURSDAY, 10th Feb., at 3 P.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 15th Feb., at 2 P.M.
"HAIHONG"	Capt. J. W. Evans	FRIDAY, 18th Feb., at 2 P.M.

The s.s. "Haimun" for Amoy Passengers only. Arrivals and Departures from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,

GENERAL MANAGERS.

Hongkong, 9th February, 1916.

BRITISH INDIA S.N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

S.S. "JAPAN," 5013 tons, Captain C. P. Sidden, will be despatched for SINGAPORE, PENANG, RANGOON and CALCUTTA on 15th February.

S.S. "FULTALA," 4154 tons, Capt. B. G. Cave, will be despatched for SINGAPORE, PENANG and RANGOON on 19th February.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 10th February, 1916.

AGENTS

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	20th Feb.	On 15th Mar., 11 A.M.
EMPIRE	16th Mar.	On 8th Apr., 11 A.M.
EASTERN	6th April	On 29th Apr., 11 A.M.

All Steamers fitted with wireless Telegraphy. The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO.,

AGENTS

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed	Leave Hongkong.
TENYO MARU	22,000—21 knots	TUES., 15th Feb.
NIPPON MARU	11,000—16 knots	TUESDAY, 29th Feb.
DAIREN MARU	6,000—14 knots	TUESDAY, 3rd Mar.
ANYO MARU	18,500—16 knots	SATURDAY, 11th Mar.
SHINYO MARU	22,000—21 knots	TUES., 14th Mar.
CHIYO MARU	22,000—21 knots	SAT., 8th April.
PERISA MARU	9,000—17 knots	FRIDAY 21st April.

* Cargo only.

† Via MANILA. Omitting Shanghai.

* Proceeding to South America Ports.

Steamer via Shanghai leaves at Noon. "Manila" at 10.30 A.M.

FIRST CLASS TO LONDON	£71.10	RETURN (6 MONTHS) £120.
" " " NEW YORK	£60.	" " " £96.10.
" " " SAN FRANCISCO	£45.	" " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

FOR CORONEL VIA JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDERAN ROUTE TO BUENOS AIRES.

Steamer	Tons and Speed	Sails
ANYO MARU	18,500—16 knots	SATURDAY, 11th Mar.

For Full Particulars as to Passage and Freight, apply to—

E. DOI, ACTING AGENT,

King's Building.

TELEPHONE 291.

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MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN

VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

OUTWARD

For SHANGHAI, KOBE and YOKOHAMA	STEAMERS	To SAIL
(Without Transshipment)	ATLANTIQUE	On 10th Feb. at 8 A.M.
	AMAZONE	On 22nd Feb.
	HOMER	On 19th Feb.
	ANDRE LEBON	On 19th Feb.
	ATLANTIQUE	On 4th Mar.

Subject to immediate alteration without notice.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY. Weekly branch line from Saigon to Haiphong. Branch line connecting every four weeks at Colombo, for Calcutta.

State Rooms 1st, 2nd and 3rd Classes.

Return Tickets to Europe available two years.

Return Tickets to Intermediate Ports available six months.

For further particulars apply to

P. THOMAS, AGENT,

QUEEN'S BUILDING.

TELEPHONE 740

OSAKA SHOSEN KAISHA.

REGULAR SERVICES.

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE

In Connection with

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA AND TACOMA VIA MANILA, MOJI, KOBE, YOKKAICHI and YOKOHAMA

Steamer	Captain	Leaving
"CHICAGO MARU"	K. Hori	TUESDAY, 15th Feb., at 3 P.M.
"DAIGI MARU"	T. Konishi	SUNDAY, 13th Feb., at 10 A.M.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG, AND COLOMBO.

Steamer	Captain	Leaving
"SHINKOKU MARU"	...	FRIDAY, 11th Feb., 7 A.M.

FOR KEELUNG VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU"	Murakami	THURSDAY, 10th Feb., at Noon.
"DAIGI MARU"	T. Konishi	SUNDAY, 13th Feb., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSEI MARU"	A. Kobayashi	WED'DAY, 16th Feb., at 8 A.M.

These Steamers of Coast and Foreman Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

H. YAMAUCHI

MANAGER,

Second Floor, No. 1, Queen's Building,

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PROPOSED SAILINGS OF MAIL STEAMERS MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK

Steamer	Leave	Leave	Connecting Steamer	Due at	Due
YOKOHAMA	to	SHANGHAI	to	MARSEILLES	at
COLOMBO	HAI	KONG	MARSEILLES and LONDON	Mar.	Mar.
1916	1916	1916	1916	1916	1916
Jan. 30	SARDINIA	Feb. 7	Feb. 11	KHYBER	Mar. 12
Feb. 12	NAMUR	Feb. 20	Feb. 24	MEDINA	Mar. 26
Feb. 27	NANKIN	Mar. 6	Mar. 10	MONGOLIA	Apr. 9
Mar. 12	NOVARA	Mar. 30	Mar. 24	MALWA	Apr. 23
Mar. 28	MALTA	Apr. 3	Apr. 7	RHIVA	May 7
Apr. 9	NAGOYA	Apr. 17	Apr. 21	MOULTAN	May 21
Apr. 23	NAMUR	May 1	May 5	MAJOVA	June 4

† Steamers proceed via Bombay.

Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

F A R E S

The Fares to London and Marseilles are as follows:—

1st Saloon	2nd Saloon	Accommodation	Single	Return	LONDON
£74	£48	£48	£102	£111	
£48	£28	£28	£78	£86	
£48	£28	£28	£78	£86	
£70	£44	£44	£106	£115	
£44	£26	£26	£76	£85	
£44	£26	£26	£76	£85	

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS.

STEAMERS	Leave	Leave	Leave	Leave	Due at	Due
YAMA	SHANGHAI	H'KONG	S'FORM	M'ENTILES	if calling	LONDON
about	about	about	about	about	about	about
1916	1916	1916	1916	1916	1916	1916
Jan. 28	Jan. 31	Feb. 5	Feb. 11	Mar. 12	Mar. 18	
Jan. 29	Feb. 11	Feb. 15	Feb. 21	Mar. 23	Mar. 29	
Mar. 13	Mar. 23	Mar. 29	Apr. 4	May 4	May 12	

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON:

1st Saloon £87 Single, 2nd Saloon £42 Single; £63 Return

FARES TO MARSEILLES:

1st Saloon £84 Single, 2nd Saloon £40 Single

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy

Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice.

For Further Particulars apply to—

E. V. D. PARR,

Acting Superintendent.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

STEAMERS	TONS	SAILING DATES
LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DUBAN, CAPE TOWN, and TENERIFE	15,000	FRIDAY, 11th Feb., at Noon.
"ATSUTA MARU"	15,000	FRIDAY, 11th Feb., at Noon.
"HITACHI MARU"	15,000	THURSDAY, 24th Feb., at Noon.
VICTORIA, BO and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	15,000	TUESDAY, 22nd Feb., at Noon.
"KAMAKURA MARU"	15,000	TUESDAY, 22nd Feb., at Noon.
"STAMBA MARU"	15,000	TUESDAY, 7th Mar., at Noon.
SYDNEY and MELBOURNE, VIA MANILA, RANBOANG, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	15,000	TUESDAY, 15th Feb., at 11 A.M.
"AKI MARU"	15,000	TUESDAY, 15th Feb., at 11 A.M.
"TANGO MARU"	15,000	TUESDAY, 14th Mar., at 4 P.M.
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	8,000	TUESDAY, 15th Feb.
"JINSEN MARU"	8,000	TUESDAY, 15th Feb.
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	8,000	THURSDAY, 17th Feb.
"KIRIN MARU"	8,000	THURSDAY, 17th Feb.
SHANGHAI MOJI and KOBE	8,000	THURSDAY, 24th Feb.
"PENANG MARU"	8,000	THURSDAY, 24th Feb.
SHANGHAI, KOBE and YOKOHAMA	12,000	MONDAY, 14th Feb.
"KAGA MARU"	12,000	MONDAY, 14th Feb.
NAGASAKI, KOBE and YOKOHAMA	13,500	FRIDAY, 11th Feb., at Noon.
"TANGO MARU"	13,500	FRIDAY, 11th Feb., at Noon.
SHANGHAI, KOBE and YOKOHAMA	16,000	THURSDAY, 24th Feb.
"MIYAZAKI MARU"	16,000	THURSDAY, 24th Feb.

† Wireless Telegraphy.

SOME PRINCIPAL FARES.

To London	1st Single	Yen 800	To Marseilles	1st Single	Yen 800
" " "	2nd Single	" 400	" " "	2nd Single	" 400
" " "	Return	" 600	" " "	Return	" 600
To London, Southampton, Liverpool via New York	1st Single	\$60.13.0	To Victoria, Vancouver, Seattle	1st Single	\$30.
" " "	2nd Single	\$30.0	" " "	2nd Single	\$15.
To Sydney, 1st Single	\$40.	To Melbourne, 1st Single	\$41.		
1st Return	\$73.16	1st Return	\$73.16		
To Yokohama, 1st Return	\$125.	To Kobe, 1st Return	\$125.		
2nd	\$90.	2nd	\$88		

ROUND-THE-WORLD, YEN 1,045.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, M. NAGAI,

TELEPHONE Nos 292 and 1941.

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